Scarborough Borough Council

Climate Change Strategy

A great place to live, work & play

1. Introduction

Climate change is widely regarded as one of the greatest threats to humanity today and for many decades to come. The greenhouse gases released in association with almost every aspect of modern life have caused an unprecedented rapid warming of the atmosphere that is posing a severe threat to human lives and ways of life. Rising sea levels, stronger storms, and more potent heatwaves are among some of the harmful impacts that are brought by climate change and will worsen if action is not taken to limit the amount of carbon dioxide (CO_2) and other greenhouse gases (GHGs) in the atmosphere.

Climate change is caused by actions at a global, national, and local scale – from international aviation, to electricity generation, to commuting to work. As such, action must also be taken at global, national, and local scales. Governments across the globe have recognised the threat of climate change and 191 parties signed the Paris Agreement in 2016 that set the ambition to keep warming at a maximum of 1.5°C, with each nation pledging targets of emission reductions for the global target of net zero. The UK government first passed the Climate Change Act in 2008, putting emission reduction into law, and in 2019 set a legal target of net zero emissions by 2050. In 2019, Scarborough Borough Council passed a motion to declare a Climate Emergency and pledge to do everything within the Council's power to make the Borough of Scarborough carbon neutral by 2030.

This strategy document builds on this declaration, outlining the objectives and actions that will underpin this ambition. It is born from a thorough understanding of GHG emissions associated with the Council's actions, from how we heat our buildings to how we shape the Borough in our policies. We recognise that our actions alone will not lead to a carbon neutral Borough and so we commit to working with a range of partners to deliver and build upon this strategy including local communities, businesses, third sector organisations, the Local Enterprise Partnership, other local and regional Councils, and central Government. We also acknowledge that additional funding from the Government on large-scale and Council-led projects, such as decarbonising buildings and enhancing the public transport offering, will be required to meet our ambitions and so call for and would welcome such additional support.

Our ambitions can be separated into two categories: the Council's own operational emissions, and the emissions of the Borough that the Council can influence. We fully recognise the need for the Council to 'get its own house in order' by eradicating GHG emissions in our operations wherever possible. From fuelling our vehicles to procuring goods, we will aim to minimise our emissions as much as possible to demonstrate strong local leadership and provide us with the experience to share with others throughout the Borough in their own decarbonisation journeys. The Council also recognises that our policies and actions help shape the emissions of the Borough, from our planning decisions to community engagement, and so will work to embed decarbonisation into every decision, action, and policy.

2. Where we are now

To understand how to most effectively strive towards carbon neutrality, we must first understand the current state of emissions in the Council and the Borough. As such, the Council recently completed a carbon audit of its operations for the year 2019/20, assessing the emissions associated with our actions across our sites and vehicles where we pay the bills, shown below.

In line with international standards, the Council's emissions have been separated out into scopes of differing levels of control. Scope 1 refers to the fuel the Council directly burns. Scope 2 refers to the emissions associated with the electricity we use. Scope 3 can refer to a range of other Council operational activities that are associated with GHG emissions. The Council have adopted the framework of the Local Government Association and reported on staff business travel in private cars, losses in the supply of electricity, and the supply and treatment of water as Scope 3 emissions as these are the most measurable factors. We also recognise that staff commuting and the emissions embedded in the goods we procure will also have significant contributions to our carbon footprint, but are unable to effectively estimate these. Emissions are reported in the unit 'tonnes of carbon dioxide equivalent' (tCO_2) which equates the six main greenhouse gases to the equivalent impact of carbon dioxide in the atmosphere.

Scope	Emission Source	tCO_2e
Scope 1	Council Fleet and Equipment	1,208.90
	Gas Heating	516.02
Scope 2	Electricity	674.02
Scope 3	Business Travel	65.25
	Electricity Losses	57.22
	Water	62.07
Gross Emissions		**2,583.48**
Carbon Offsets		0
Green Tariff		731.25
Net Emissions		**1,852.23**

Scarborough Borough Council carbon footprint 2019/20.

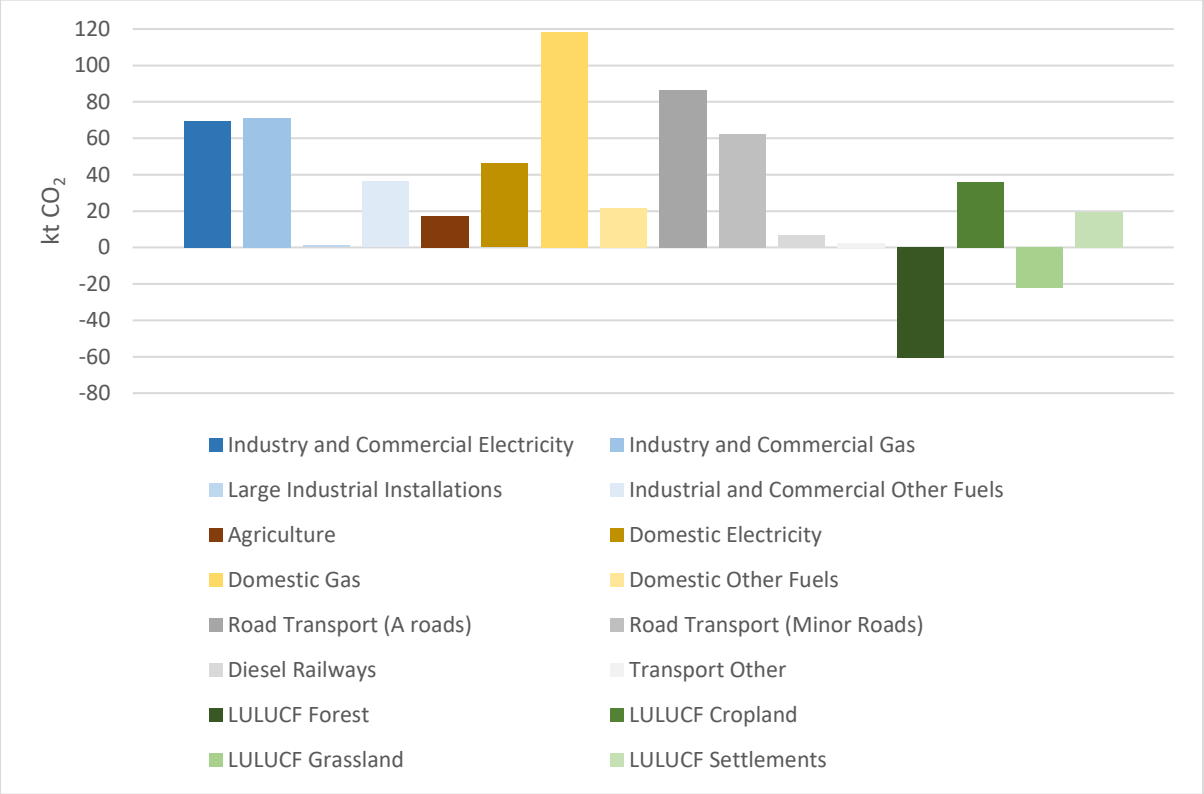
The largest contributor to the Council's carbon footprint is the fuel we burn in our fleet vehicles and equipment at 1,209tCO_2e. The council has over 140 fleet vehicles, the majority of which are diesel fuel, and several petrol powered pieces of equipment such as leaf blowers. Over 500tCO_2e are emitted from the gas boilers that heat many Council buildings. While electricity use and supply losses are associated with over 730tCO_2e, the Council procures electricity on a 100% renewable energy tariff and so can report net zero emissions from electricity. Staff travelled over 240,000 miles for business travel in private cars in 2019/20, which resulted in the emission of over 65tCO_2e. The supply and treatment of water across our sites, including parks, public conveniences, and offices is associated with the emission of 62tCO_2e.

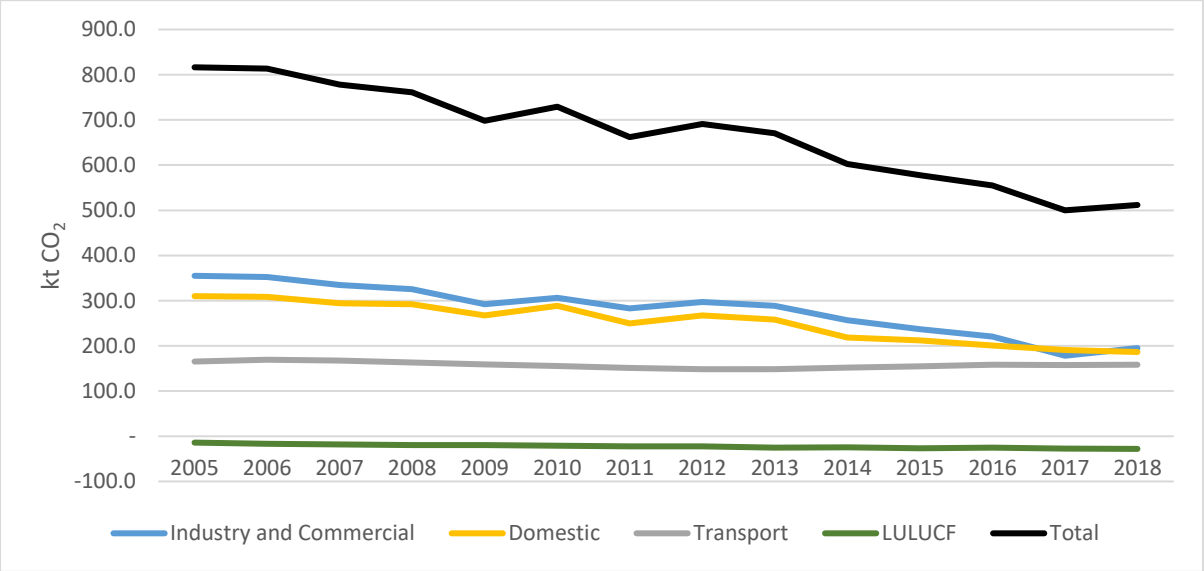
While the Council cannot calculate the GHG impact of each of its local policies and actions, the overall carbon footprint of the Borough is a useful insight into how the Council should focus its decarbonisation actions for the wider Borough. This data is produced annually by the Department for Business, Energy and Industrial Strategy (BEIS) with a two-year lag and only accounting for CO_2 (thus missing up to 20% of emissions associated with other GHGs).

In 2018, the Borough's CO_2 emissions stood at 512$ktCO_2$, or around 4.7tCO_2 per person, which is slightly lower than the national average of 5.2tCO_2 and significantly lower than the Yorkshire and Humber average of 6.5tCO_2. The single largest source of these emissions was the burning of gas to

heat domestic properties, while significant contributions were also made from electricity use and gas burning in the industrial and commercial sector, and from transport along both A roads and minor roads. Our forests and grasslands sequestered over 83ktCO_2.

While every year is different for a range of reasons, there is a clear downward trend with the Borough's emissions falling by over 300ktCO_2 (37.3%) since 2005. This has been driven mainly by decarbonisation of the national electricity grid and energy efficiency measures, but also by less CO_2 emissions from gas heating and greater insulation. Transport emissions in the Borough have remained largely the same over the thirteen years, while the net carbon sequestration from land use and forestry (LULUCF) has almost doubled.





Source: BEIS UK Local Authority and regional carbon dioxide national statistics: 2005 to 2018.

3. Measures to reduce the Council's operational carbon footprint

The Council recognises that the GHG emissions of the Borough most within its power to reduce are those of its own operations. The following five strategic objectives and associated actions are thus aimed at achieving carbon neutrality across the Council's operations wherever possible by 2030.

3.1 Decarbonise the Council's fleet and equipment through a planned electric and hydrogen transition.

As the Council's largest source of operational emissions, our fleet poses the greatest opportunity for reducing our carbon footprint, but also poses significant challenges. With over half of these emissions from the use of HGVs, there is great uncertainty over how much decarbonisation can take place and at what pace. A forward looking and planned approach is thus necessary to ensure we deliver the changes that can be made as soon as they are able to be made.

To deliver effective change in this area, the Council must work to maintain a strong level of knowledge around the possibilities of electric vehicle (EV) use and the potential use of hydrogen powered vehicles. We will work to maintain an awareness of the current and upcoming zero-emission vehicle market, so a decarbonisation plan for every vehicle is in place prior to its renewal date, ensuring we procure the best vehicle for the role that both represents value for money and lowers emissions.

We must also ensure that we have the infrastructure and skills to progress with this decarbonisation, otherwise we risk there being zero emission vehicles on the market that we cannot procure. We will develop a deep understanding of the costs, infrastructure, maintenance, and driving skills that are required to maintain an electric and hydrogen fleet through thorough market research, reviews of vehicles as they are procured, and engagement with other public sector partners.

The Council is aware that there is a current lack of electric HGVs and larger commercial vans that have the capability to perform on the necessary long and hilly routes across the Borough. This approach must therefore be long-term in its understanding of innovations in the EV market and the developing hydrogen vehicle market as costs change. While the market for zero emission larger vehicles develops, the Council will maintain its driver training and route optimisations that ensure vehicles are driven efficiently, lowering the emissions they produce.

Similar forward planning will also be vital to decarbonising the petrol equipment used by the Council. The Council will assess the scope to reduce use of equipment such as grass cutting and hedge trimming, while maintaining an awareness of the electric market to transition to electric equipment as soon as possible.

Actions to decarbonise the Council's fleet and equipment through a planned electric and hydrogen transition

Ref	Action	Department	Timescale
3.1.1	Identify which fleet vehicles can and cannot be suitably replaced by currently available EVs and identify the life-time costs.	Transport	2021/22 and ongoing
3.1.2	Ensure suitable fleet vehicles are replaced by EVs at the next renewal point wherever practicable.	Transport;	Ongoing

		Corporate Procurement	
3.1.3	Review the use of current fleet EVs to guide future use and procurement.	Transport	2021/22
3.1.4	Develop a strong understanding and skill base for the maintenance of EVs.	Transport	2021/22 and ongoing
3.1.4	Develop an understanding of the future need, feasibility and costs of EV charging points for fleet vehicles.	Transport	2021/22 and ongoing
3.1.5	Engage partner organisations, including other councils and public bodies, to discuss EV charging partnerships.	Transport	2021/22 and ongoing
3.1.6	Develop an understanding of the hydrogen vehicle and infrastructure market and its future potential.	Transport	2021/22 and ongoing
3.1.7	Maintain regular driving assessments to ensure most efficient driving practices.	Transport	Ongoing
3.1.8	Conduct regular route reviews to maximise route efficiency.	Transport	Ongoing
3.1.9	Identify the costs of procuring and using electric park equipment to replace petrol fuelled equipment, e.g. hedge trimmers.	Parks	Ongoing
3.1.10	Review the trial of electric park equipment, assessing efficacy, cost, ease of use, emissions, and learning opportunities.	Parks	2021/22
3.1.11	Ensure park equipment is replaced by electric equipment at the next renewal point wherever practicable.	Parks	2021/22 and ongoing
3.1.12	Investigate the impact of reduced cutting frequencies, including a business case for cut-and-collect mowing machinery.	Parks	2022/23

3.2 Decarbonise the Council estate through energy efficiency measures and utilising green energy.

The Council currently operates 14 properties that are heated with gas boilers, which contributes over a quarter to the Council's carbon footprint. Decarbonising these buildings requires an overhaul of heating systems to renewable energy, likely from ground source or air source heat pumps and their associated changes such as larger radiators. Such a transition should also be coupled by retrofit measures, such as loft insulation and improved glazing, to ensure a whole-building approach that not only results in using renewable energy but less energy.

Such a transition can be difficult to plan and expensive to execute, with renewable systems alone often costing over £100,000. Thorough plans must thus be developed for each property to ensure the most appropriate suite of measures that maximise energy efficiency and cost savings. These expensive changes to numerous buildings will likely require the use of external funding, so these plans must be in place to apply for funding opportunities such as the Public Sector Decarbonisation Scheme.

In 2019/20 the Council consumed over 2.6million kWh of electricity across it operations, including office sites, public lighting, and community sites. The Council is currently provided with electricity on a 100% green energy tariff and so this energy use can be regarded as carbon neutral. While this is good practice that the Council aims to continue into the future, there are further actions that can be done to reduce energy usage and generate our own renewable energy to lessen the load on the national grid and ensure carbon neutral electricity for the future.

The Council has undergone a range of energy efficiency measures over the last several years, from purchasing more efficient office equipment to transitioning lighting to LED. This approach should continue as both a move to save energy and to save money. As working from home is likely to increase after the pandemic, the use of office electricity will inevitably decline but the Council will ensure the energy efficient tips and equipment are also embedded into working practices of those working away from the office.

There is also the potential for the Council to generate its own renewable electricity. At present, no Council buildings generate their own electricity. There may be untapped potential for some Council buildings to utilise rooftop solar PV or small scale wind to generate their own electricity, reducing the burden on the national grid, ensuring renewable electricity into the future, and potentially delivering cost savings. There may also be the potential for a large Council site to be converted into a solar farm to power the Council's electricity use, and potentially supply green energy to local communities. The feasibilities of both these scales of generation are unknown and should be explored.

The Council offices, parks, public conveniences and other sites also require large amounts of water supply and treatment. While there are efficacy and safety issues that prevent a complete transition to grey water harvesting for every water usage, there are efficiency measures that can be implemented across Council operations and water harvesting will be reviewed where it is safe and feasible.

Actions to decarbonise the Council estate through energy efficiency measures and utilising green energy

Ref	Action	Department	Timescale

3.2.1	Conduct an audit of the heated operational properties, identifying the current state of energy losses and the capacity for retrofit works and installation of renewable heating systems.	Asset Management	Ongoing
3.2.2	Develop a priority list of operational decarbonisation actions, accounting for cost, carbon savings, and future work patterns.	Asset Management	2021/22
3.2.3	Develop whole-building approach decarbonisation plans for high-priority buildings, including a business case and funding proposal for the Public Sector Decarbonisation Scheme and other relevant external funding schemes.	Asset Management	Ongoing
3.2.4	Maintain procurement of a 100% green energy electricity tariff.	Asset Management; Corporate Procurement	Ongoing
3.2.5	Continue the current work to improve energy efficiency across Council cites, including the conversion to LED lighting.	Asset Management	Ongoing
3.2.6	Identify the potential to generate low-carbon electricity on Council buildings, including identifying sites suitable for rooftop solar PV.	Asset Management	2022/23
3.2.7	Explore the potential for a solar farm on large Council sites.	Asset Management; Estates and Strategic Land	2022/23
3.2.8	Explore the efficacy of water efficiency and water harvesting technologies for office restrooms and public conveniences.	Asset Management	2021/22

3.3 Promote zero emission transport in staff business travel and commuting.

As an organisation that encourages our staff to engage with the public and partner organisations, staff business travel in personal vehicles is to be expected. However, the Council does wish to affect change to the 242,541 miles of business travel in 2019/20, which resulted in the emissions of 62tCO_2e. The first priority should be to reduce mileage where that does not impede our interactions with others and so the Council will encourage the continued use of virtual meetings with external partners where most effective.

For the remaining mileage the Council will further promote active travel and public transport, ensuring that this is the first option for any business travel and car travel is to be made only when this is not feasible. Reducing emissions from this last resort car travel will come from the Council encouraging this travel in EVs. The Council does not currently have a dedicated fleet of pool cars for business travel, so the option of a fleet of EV pool cars will be explored once new working patterns have been established following the return to work from the pandemic.

The Council will also seek to encourage its staff to increase uptake of EVs, which will reduce emissions associated with both business travel and commuting. As a source of information for our employees, we will disseminate information around the costs and benefits of EV ownership and explore the role of workplace charging points to further encourage uptake.

The Council recognises the wide ranging benefits of active travel and will contain to promote this as the preferred mode of commuting and explore how the current cycle-to-work scheme can be improved to increase its usage. Staff will also be encouraged to commute using public transport where this is available but distances are too far for active travel. The Council are keen to portray transport to work alone in a private car as the last resort for employees and examining a potential carpool scheme could provide an alternative for those unable to commute through active or public transport.

Actions to promote zero emission transport in staff business travel and commuting

Ref	Action	Department	Timescale
3.3.1	Continue to promote virtual meetings with external partners in place of travelling to meeting sites.	All	Ongoing
3.3.2	Explore the potential of procuring EV pool cars for business travel.	Transport	2022/23
3.3.3	Promote public transport as the first option for staff business travel.	All	Ongoing
3.3.4	Ensure minimising commuting and business travel is prominent in discussions around future agile working patterns.	All	Ongoing
3.3.5	Encourage the uptake of EVs by staff in communications, including sharing experiences from staff members who currently own an EV.	Communications	2021/22 and ongoing
3.3.6	Explore the feasibility and demand for workplace EV charging at office car parks.	Asset Management; Parking	2022/23
3.3.7	Explore the demand and potential for cycle storage at Council offices.	Asset Management	2022/23
3.3.8	Explore the potential for e-bikes to be included in the renewal of the cycle-to-work scheme.	Human Resources	2021/22

3.3.9	Develop an understanding of the possibilities of staff carpool schemes as new ways of working are established.	Human Resources	2022/23

3.4 Minimise emissions embedded in the procurement and consumption of goods and services.

Assessing the emissions associated with every good and service procured by the Council is impossible, although it is common for procurement emissions to represent around 80% of an organisation's carbon footprint. Likewise, it is also impossible to prescribe that everything procured is net zero as GHG emissions are too embedded in modern life. However, the Council can adopt a sustainable procurement strategy that ensures the emissions embedded in the things we buy are fully considered.

Such a strategy must embed the idea that consumption should be minimised where possible, from simple building designs to eradicating single use plastics wherever possible. Key officers should be made aware of the relevant sustainability concepts in their areas of procurement, and suitable sustainability statements and criteria embedded in relevant tender documents. To ensure the suppliers are ready and able to help progress this focus they should be engaged at the earliest opportunity to discuss the necessary and possible areas of sustainability the Council seeks, including the encouragement of local services to minimise travel emissions and support local business.

The disposal of goods we procure must also be done with reuse and recycle as first priorities. Goods no longer needed by the Council but still in serviceable condition should be sold or donated wherever possible, and those items that must be disposed of should be recycled as much as possible.

Actions to minimise emissions embedded in the procurement and consumption of goods and services

Ref	Action	Department	Timescale
3.4.1	Adopt an official sustainable procurement strategy.	Corporate Procurement	2021/22
3.4.2	Develop a sustainable procurement training toolkit for key procuring officers.	Corporate Procurement	2021/22
3.4.3	Expand the requirement for sustainability statements in tenders for all relevant procurement.	Corporate Procurement	2021/22 and ongoing
3.4.3	Ensure circular economy and sustainability principles are included in pre-tender market engagement.	Corporate Procurement	2021/22 and ongoing
3.4.4	Ensure local suppliers are engaged and encouraged to tender for suitable projects.	Corporate Procurement	2021/22 and ongoing
3.4.5	Eliminate single use plastic in the Council wherever possible.	Corporate Procurement	Ongoing
3.4.6	Encourage officers and members to recycle goods in Council offices.	Communications	Ongoing
3.4.7	Seek to donate any unused but still usable goods to local organisations.	All	Ongoing

3.5 Embed net zero thinking into every aspect of the Council's culture.

To ensure that these actions to reduce the Council's operational emissions are successful, it is imperative that climate change and sustainability thinking becomes fully embedded into the culture of the Council. Climate change issues must be considered in each and every decision of each and every service within the Council for our ambitions to be met.

All officers and members should be able to undergo climate change training to ensure they are fully aware of the needs of climate action and what they can do to support this. Green champions in every team will bolster this awareness, being the person in each service ensuring climate change has been considered and being included in a network of officers to share best practice and spur each other on. This will be enhanced by officers and members being able to see how their actions are impacting the emissions of the Council and so the Council carbon footprint will be assessed and displayed on the website regularly so the impact of every mile walked or light switched off can be seen.

Developing clear targets, indicators, and assessments will also drive this further, providing managers and officers with clear understanding of what they can and should do. This should include an awareness of the limits of the Council, with fleet and estate decarbonisation strategies being used to set a future target for gross emissions and the role of carbon offsetting.

Actions to embed net zero thinking into every aspect of the Council's culture

Ref	Action	Department	Timescale
3.5.1	Introduce climate change training modules for staff and members.	Human Resources	2021/22
3.5.2	Introduce 'Green Champions' into each team who act as champions of sustainability in the service and share experiences and highlight best practice.	All	2021/22
3.5.3	Publish the Council carbon footprint every six months to show progress.	Economic Development and Regeneration	2021/22 and ongoing
3.5.4	Explore the possibility of introducing sustainability key performance indicators for service managers and climate change impact assessments for major projects and decisions.	Performance and Governance	2021/22
3.5.5	Seek agreement as to the future role of offsetting in reducing Council emissions.	All	2022/23

4. Measures to reduce the Borough's carbon footprint.

The Council acknowledges that it cannot control all the emissions of the wider Borough. Our local emissions are influenced by a range of factors including global economics, Government policy, County Council actions, and individual choices. However, the Council is committed to ensuring all of its policies, decisions, and actions that help shape emissions in our Borough will be made with the ambition of decarbonisation. The following four strategic objectives and associated actions are thus aimed at utilising all the power of local government to help the Borough achieve carbon neutrality by 2030.

4.1 Minimise and decarbonise the energy use in properties within the Borough.

The energy that powers and heats the buildings in the Borough, whether industrial, commercial, or residential, is a significant source of GHG emissions. Particularly, the single highest source of local emissions is domestic gas heating. While the national electricity grid, and to a lesser extent the national gas grid, has made significant steps towards decarbonisation, there is still much that can be done at a local level to reduce energy demands. This has the important co-benefit of reducing costs to businesses and residents, helping tackle the significant local challenge of fuel poverty.

The first step to understand how the Council can aid in decarbonising this area is to understand it. A thorough mapped assessment of the supply and use of energy within the Borough is a crucial starting block to understand how we can develop a local area energy plan, which can guide the policies of the Council and its partners in providing focussed support to key sectors and key locations, and may provide the holistic knowledge required for novel actions such as district heating.

An inevitable challenge for the Borough will be transitioning to renewable heating sources. The Council can make a definitive impact in the buildings that it owns but does not operate by including retrofitting in future lease arrangements. The experiences of the Council decarbonising its own estate can be useful information for other organisations in our area and sharing our learning will be vital to encourage others to decarbonise and helping this be done in a cost-effective manner. For residential properties, information on the options for decarbonisation must be made clear and easily accessible and the experience of the White Rose Home Improvement Agency in helping low-income households access funding to insulate their homes and install renewable heating will be crucial and every effort should be made to ensure this service is fully used.

The Council should also seek to play a role in encouraging the generation of renewable energy within the Borough. The Council should engage with property owners that have the potential for rooftop solar PV to support and encourage uptake of this technology. On a larger scale, the Council can act to encourage private investment into renewable generation in the area, considering proposals for solar farms in the upcoming Local Plan.

While the Future Homes Standard aims to make all new homes net zero ready by 2025, the Council can work with local construction companies to encourage the use of the best possible sustainability measures in new builds, learning from the work of SoHoCo. Further, the Council can implement strict sustainability requirements for developments on Council owned land.

Actions to minimise and decarbonise the energy use in properties within the Borough

Ref	Action	Department	Timescale
4.1.1	Develop a strong understanding of the current energy systems and use in the Borough to inform a holistic energy plan.	Economic Development	2021/22

		and Regeneration; Home Improvement Agency	
4.1.2	Identify the largest obstacles to delivering renewable heating systems and insulation retrofitting in hard-to-decarbonise properties and develop methods to overcome these.	Economic Development and Regeneration; Home Improvement Agency	2021/22
4.1.3	Explore the potential for district heating in densely built up areas of the Borough.	Economic Development and Regeneration	2022/23
4.1.4	Identify opportunities to stipulate renewable retrofitting in lease contracts of council owned properties throughout the Borough.	Estates and Strategic Land	2021/22 and ongoing
4.1.5	Disseminate the lessons of retrofitting Council operational properties to local businesses and organisations.	Asset Management	2021/22 and ongoing
4.1.6	Ensure suitable promotion of White Rose Home Improvement Agency and its work to improve energy efficiency.	Home Improvement Agency	Ongoing
4.1.7	Develop a 'one-stop shop' resource of information for energy efficiency and renewable heating measures, including available funding.	Economic Development and Regeneration; Home Improvement Agency	2022/23
4.1.8	Maintain a 100% renewable energy provider for households on the iChoosr scheme.	Home Improvement Agency	Ongoing
4.1.9	Engage with local property owners to promote the installation of rooftop solar PV.	Economic Development and Regeneration; Home Improvement Agency	2022/23 and ongoing
4.1.10	Encourage private investment into renewable energy generation in the Borough through engagement in the Local Plan development process.	Planning; Economic Development and Regeneration	2022/23 and ongoing
4.1.11	Disseminate the lessons of constructing low carbon homes through SoHoCo to promote the construction of sustainable properties.	Economic Development and Regeneration;	2021/22 and ongoing

		Planning	
4.1.12	Implement the highest possible sustainability standards in developments on Council-owned land, such as the Better Homes project.	Estates and Strategic Land; Asset Management	Ongoing

4.2 Encourage active and public transport to be the primary modes of movement in the Borough and promote the use of EVs where car use is necessary.

While great strides have been made in decarbonising the energy sector over the last decade and a half, transport GHG emissions have fallen only slightly across the Borough and the country. The future of transport in the Borough must see a large increase in active travel and public transport, with people moving away from cars for relatively short distances and increasingly driving EVs where cars are necessary, potentially with greater use of shared vehicles. While highways powers are under the remit of North Yorkshire County Council (NYCC), who can deliver on-street EV charging points and manage the road infrastructure to promote a transport modal shift, there is still a role for local government to encourage this shift in the powers of the Council and how we can work in partnership with NYCC and others.

As the Council shifts its own vehicle fleet to EVs, it will be able to disseminate its learning and experiences to a range of local organisations seeking to do the same, encouraging this shift and helping this happen in a cost-effective manner. The Council also has control over the taxi licensing in the Borough and can use this power to engage with local taxi companies and drivers to support their transition to EVs, identifying the relevant grant opportunities available and what rules the Council may need to set.

The Council also has the power to implement EV charging infrastructure in Council owned car parks, which can help encourage local communities without access to home-charging to transition to EVs. There is also potential to be explored in how this may promote green travel to the Borough from visitors, and the Council's role as a tourist promotion body can encourage visits to the area in EVs and public transport. Local residents may also benefit from EV car sharing clubs and the Council can explore how it can be involved in aiding or establishing such networks.

The Council's Local Plan presents an opportunity to enable increased uptake of EVs by maintaining the requirements that new homes must include the facility to charge an EV if they include a garage or driveway. Engagement in developing the Local Plan and economic and development outreach can also be used to encourage private investment in large-scale EV charging sites, or freight consolidation centres that allow smaller EVs to complete freight journeys.

Our focus on this area must not be solely on aiding the transition to EVs, but also utilising our power and influence to reduce the need for transport and improve the provision of public transport. As set out in the Scarborough Town Centre Strategy and Masterplan, increasing the provision of residential living in the town centre will reduce the need for residents to travel in to the town for work, shopping, and leisure. Transport options in and out of the town centre can also be improved through our work to improve interchange options at Station Hubs, such as Scarborough Station and Seamer Station, which will enable comprehensive sustainable travel options for residents and visitors.

The Council has a good relationship with NYCC that will be utilised to ensure highways powers are utilised to best bring benefit to the Borough and encourage transport modal shift. This will include working with NYCC to implement the Local Cycling and Walking Infrastructure Plan, aiming to deliver 16km of cycle and walkways in key areas in the Borough. There is potential for further encouragement for active travel in developing traffic-free areas, such as the seafront, to be considered by the Council and NYCC. Close liaison with NYCC during the planning process must also continue to ensure that new developments are provided with strong active travel links to key local areas. Discussions with NYCC can also explore the feasibility of e-scooter and e-bike trials in the area as a last-mile transport option that promotes the use of public transport into the urban areas with

journeys completed with e-scooters or e-bikes, and explore the feasibility of encouraging transport into urban areas from the periphery by e-bikes where public transport options are limited.

Actions to encourage active and public transport to be the primary modes of movement in the Borough and promote the use of EVs where car use is necessary

Ref	Action	Department	Timescale
4.2.1	Disseminate the lessons of converting to an EV fleet to local businesses and organisations.	Transport	2021/22 and ongoing
4.2.2	Engage with local taxi companies to identify the route to EV taxis.	Licencing	2021/22
4.2.3	Investigate the potential to install EV charging in Council-owned car parks.	Economic Development and Regeneration; Parking	2021/22
4.2.4	Encourage greater use of sustainable transport modes by visitors to the Borough in promotional messaging.	Tourism	2021/22 and ongoing
4.2.5	Explore how the Council can aid the establishment of local EV car share clubs.	Economic Development and Regeneration	2022/23
4.2.6	Maintain the requirement of new residential properties to provide the facility to charge an EV where there is a garage or car parking space in the updated Local Plan and explore extending this to other types of property with communal parking areas.	Planning	Ongoing
4.2.7	Encourage private investment in and facilitate large-scale EV charging stations, including engagement in the Local Plan development process.	Economic Development and Regeneration; Planning	2022/23 and ongoing
4.2.8	Investigate the need and feasibility for freight consolidation centres and last-mile transport options.	Economic Development and Regeneration; Planning	2023/24
4.2.9	Work to increase the residential living options in town centres, as in the Scarborough Town Centre Strategy and Masterplan.	Economic Development and Regeneration	Ongoing
4.2.10	Explore how key transport hubs can be developed into comprehensive sustainable transport hubs, as in the Scarborough Town Centre Strategy and Masterplan.	Economic Development and Regeneration	Ongoing
4.2.11	Work with NYCC to deliver the Local Cycling and Walking Infrastructure Plan and other measures to increase active travel in the Borough.	Economic Development and Regeneration	Ongoing
4.2.12	Support NYCC in the installation of on-street EV charging points across the Borough.	Economic Development	Ongoing

		and Regeneration	
4.2.13	Explore the potential of traffic-free seafronts.	Economic Development and Regeneration; Parking	2022/23
4.2.14	Explore the potential of e-bike and e-scooter schemes in urban and periphery areas.	Economic Development and Regeneration	2021/22

4.3 Grow a greener Borough with more land used for carbon sequestration.

Achieving carbon neutrality in the Borough cannot occur through emission reductions alone. Our use of land must enable a greater level of carbon storage, with more trees and restored peatland. The doubling of carbon sequestration of the Borough's land use over the last decade and a half shows that we have a large potential to continue to utilise our beautiful natural capital in the fight against climate change. However, we do not have the level of data and understanding necessary to radically drive this forward. Sophisticated mapping of the potential for planting trees and other vegetation, and of the current state of our peatland is needed to inform our policies going forward, ensuring our natural capital projects adhere to the principle of 'right tree, right place'.

With strong knowledge of our natural capital and its potential we can better engage with landowners seeking to manage their land to reduce carbon emissions, including seeking land for woodland development or habitat creation in the Local Plan process. Our developers seeking to provide biodiversity net gain can be encouraged to embed carbon sequestration into these measures, as well.

Not all land can host trees and the Borough is home to a number of thriving agricultural communities whose ways of life require growing crops and keeping livestock. The Council can do more to engage with these communities and partners to promote sustainable farming practices.

The Council can also make smaller scale changes to increase carbon storage by increasing its own tree planting and supporting local communities to grow small community gardens and woodlands. The Council will also look to work with low/no peat compost to aid restoration of peat within and outside the Borough.

Actions to grow a greener Borough with more land used for carbon sequestration

Ref	Action	Department	Timescale
4.3.1	Develop a strong understanding of the current and potential natural capital of the Borough to guide woodland creation policies and action, including an understanding of the potential impacts of climate change on our natural capital.	Parks; Planning; Economic Development and Regeneration	2022/23
4.3.2	Utilise natural capital information to engage landowners in high-value and high potential areas to maintain and increase woodland cover.	Parks; Planning; Economic Development and Regeneration	2022/23
4.3.3	Develop a strong understanding of the current state of peatland in the Borough to identify sites and actions for restoration.	Parks; Economic Development and Regeneration	2022/23
4.3.4	Encourage developers to consider aspects of carbon sequestration in biodiversity net gain proposals.	Planning	2021/22 and ongoing
4.3.5	Engage with partners including the North York Moors National Park, Grow Yorkshire, and others to identify how we can support the decarbonisation of agriculture within the Borough.	Economic Development and Regeneration	2022/23

4.3.6	Encourage community tree planting schemes in local communities.	Economic Development and Regeneration	Ongoing
4.3.7	Test the efficacy of low/no-peat compost for Council plantings.	Parks	2021/22

4.4 Develop a strong green and circular economy that builds upon a community that understands and cares about climate change.

To achieve these ambitious goals, the Borough's economy needs to play host to a variety of newly developing skills and sectors. The Borough needs strong local businesses to install renewable heating systems, EV chargers, or rooftop solar PV panels, otherwise we will not deliver the pace and scale of decarbonisation we desire. The Council must thus work collaboratively with educational and business partners, such as the Skills Village, to ensure our workers and business leaders of the coming years have the skills they need.

Our growing local economy must also be embedded in circular economy principles, where one organisation's waste becomes another's key resource. The Council can play a key role here in encouraging greater recycling rates through its channels of communication and seeking opportunities to accept a wider range of goods for recycling, including food waste from 2023 as national legislation changes.

The Council are proud of the efforts of communities and business in the Borough already incorporating their own circular economy principles in their work and there is room to do more to encourage and celebrate this. In our key tourism sector, there is also the potential to go further and work with our businesses to provide regenerative visitor experiences, where visitors make a positive contribution to our natural environment through actions such as tree planting.

Such passion for sustainability and knowledge about climate change in our communities, businesses, and visitors must also be more widely strengthened and celebrated. The Council can work to embed climate change into community support and engagement, highlighting the positive impacts that can come from climate action at a local and personal level, working with trusted community leaders and institutions such as schools and community groups.

Actions to develop a strong green and circular economy that builds upon a community that understands and cares about climate change

Ref	Action	Department	Timescale
4.4.1	Maintain funding and support for the Skills Village, encouraging the deployment of green and low-carbon training including heat pump installation, solar panel installation, secondary retrofitting, and timber frame construction techniques.	Economic Development and Regeneration	Ongoing
4.4.2	Support Scarborough TEC and other educational organisations in the roll-out of green courses, such as EV maintenance.	Economic Development and Regeneration	Ongoing
4.4.3	Investigate the business case for a large-scale information campaign to increase recycling rates.	Recycling	2021/22
4.4.4	Engage recycling contractors at next renewal point to investigate increase in recyclable products.	Recycling	2023/24
4.4.5	Prepare to accept food waste from 2023 as it becomes nationally mandatory.	Recycling	2022/23
4.4.6	Maintain the partnership with the Salvation Army to reuse textiles and increase public awareness.	Recycling	Ongoing
4.4.7	Highlight and support local enterprises embedding circular economy and net zero principles in their business.	Economic Development	2021/22 and ongoing

		and Regeneration	
4.4.8	Support local tourist businesses to offer sustainable and regenerative tourist experiences.	Tourism; Economic Development and Regeneration	2021/22 and ongoing
4.4.9	Support trusted community figures to communicate climate change understanding and actions, building on the Community Connectors initiative.	Economic Development and Regeneration	2021/22 and ongoing
4.4.10	Engage with schools to identify and support opportunities to build climate awareness, including the Eco Champions scheme.	Economic Development and Regeneration	2021/22 and ongoing